

4-7-150 STREETS – GENERAL REQUIREMENTS AND MINIMUM STANDARDS:

E. STREET PATTERN:

1. Grid: A grid street pattern shall be used to connect existing and new development and shall be the predominant street pattern in any subdivision permitted by this Section.

2. Linkages: Linkages, including streets, sidewalks, pedestrian or bike paths, shall be provided within and between neighborhoods when they can create a continuous and interconnected network of roads and pathways. Implementation of this requirement shall comply with Comprehensive Plan Transportation Element Objective T-A and Policies T-9 through T-16 and Community Design Element, Objective CD-M and Policies CD-50 and CD-60.

3. Exceptions:

a. The grid pattern may be adjusted to a “flexible grid” by reducing the number of linkages or the alignment between roads, where the following factors are present on site:

i. Infeasible due to topographical/environmental constraints; and/or

ii. Substantial improvements are existing.

4. Connections: Prior to adoption of a complete grid street plan, reasonable connections that link existing portions of the grid system shall be made. At a minimum, stub streets shall be required within subdivisions to allow future connectivity.

5. Alley Access: Alley access is the preferred street pattern except within Residential Low Density land use designations. Prior to approval of a plat without alley access, the Reviewing Official shall evaluate an alley layout and determine that the use of alley(s) is not feasible. Within the R-4 zone, alley access can be required by the Administrator or designee.

6. Alternative Configurations: Offset or loop roads are the preferred alternative configurations.

7. Cul-de-Sac Streets: Cul-de-sac streets may only be permitted by the Reviewing Official where due to demonstrable physical constraints no future connection to a larger street pattern is physically possible.